

§ 27.1545

means to maintain the correct alignment of the glass cover with the face of the dial; and

(b) Each arc and line must be wide enough, and located, to be clearly visible to the pilot.

§ 27.1545 Airspeed indicator.

(a) Each airspeed indicator must be marked as specified in paragraph (b) of this section, with the marks located at the corresponding indicated airspeeds.

(b) The following markings must be made:

(1) A red radial line—

(i) For rotocraft other than helicopters, at V_{NE} ; and

(ii) For helicopters at V_{NE} (power-on).

(2) A red cross-hatched radial line at V_{NE} (power-off) for helicopters, if V_{NE} (power-off) is less than V_{NE} (power-on).

(3) For the caution range, a yellow arc.

(4) For the safe operating range, a green arc.

(Secs. 313(a), 601, 603, 604, and 605 of the Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, 1423, 1424, and 1425); and sec. 6(c) of the Dept. of Transportation Act (49 U.S.C. 1655(c)))

[Doc. No. 5074, 29 FR 15695, Nov. 24, 1964, as amended by Amdt. 27-14, 43 FR 2325, Jan. 16, 1978; 43 FR 3900, Jan. 30, 1978; Amdt. 27-16, 43 FR 50599, Oct. 30, 1978]

§ 27.1547 Magnetic direction indicator.

(a) A placard meeting the requirements of this section must be installed on or near the magnetic direction indicator.

(b) The placard must show the calibration of the instrument in level flight with the engines operating.

(c) The placard must state whether the calibration was made with radio receivers on or off.

(d) Each calibration reading must be in terms of magnetic heading in not more than 45 degree increments.

(e) If a magnetic nonstabilized direction indicator can have a deviation of more than 10 degrees caused by the operation of electrical equipment, the placard must state which electrical loads, or combination of loads, would

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cause a deviation of more than 10 degrees when turned on.

(Secs. 313(a), 601, 603, 604, and 605 of the Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, 1423, 1424, and 1425); and sec. 6(c) of the Dept. of Transportation Act (49 U.S.C. 1655(c)))

[Doc. No. 5074, 29 FR 15695, Nov. 24, 1964, as amended by Amdt. 27-13, 42 FR 36972, July 18, 1977]

§ 27.1549 Powerplant instruments.

For each required powerplant instrument, as appropriate to the type of instrument—

(a) Each maximum and, if applicable, minimum safe operating limit must be marked with a red radial or a red line;

(b) Each normal operating range must be marked with a green arc or green line, not extending beyond the maximum and minimum safe limits;

(c) Each takeoff and precautionary range must be marked with a yellow arc or yellow line;

(d) Each engine or propeller range that is restricted because of excessive vibration stresses must be marked with red arcs or red lines; and

(e) Each OEI limit or approved operating range must be marked to be clearly differentiated from the markings of paragraphs (a) through (d) of this section except that no marking is normally required for the 30-second OEI limit.

[Amdt. 27-11, 41 FR 55470, Dec. 20, 1976, as amended by Amdt. 27-23, 53 FR 34215, Sept. 2, 1988; Amdt. 27-29, 59 FR 47768, Sept. 16, 1994]

§ 27.1551 Oil quantity indicator.

Each oil quantity indicator must be marked with enough increments to indicate readily and accurately the quantity of oil.

§ 27.1553 Fuel quantity indicator.

If the unusable fuel supply for any tank exceeds one gallon, or five percent of the tank capacity, whichever is greater, a red arc must be marked on its indicator extending from the calibrated zero reading to the lowest reading obtainable in level flight.

§ 27.1555 Control markings.

(a) Each cockpit control, other than primary flight controls or control whose function is obvious, must be